الأدريسية برا		URIN GUMLIN G		
Sanitized Copy App	proved for Release 2011/07/14 : CIA		0470010-7	
· P	INFORMATIO	BECKEPORT		
COUNTRY	Poland		DATE DISTR. 18 May 19	48 50X1-HUM
SUBJECT	Railroad Notes	,	NO. OF PAGES 2	
[		7		
PLACE . ACQUIRED			NO. OF ENCLS.	
DATE OF IMPO			CURRIEMENT TO	50X1-HUM
DAIL OF LITT			SUPPLEMENT TO REPORT NO.	
	STREET LANDS HOW WAS TO MAN WHILE IT THE MENT AND THE TO MAN WAS TREETED.			
THIS DOCUMENT CONTAINS	SPORMATION AFFECTING THE NATIONAL DEFENSE AT THE HEARING OF THE ESPIONAGE ACT SO CINCOLD, ITS TRANSMISSION OR THE SEVELATION TO THE	C IC LINEVALLIATED I	NFORMATION FOR THE RES	EVDUT
THE CONTENTS IN ANY I	NARRIER TO AN UNAUTHORIZED PERSON IS PROFEST BUCTION OF THIS FORM IS PROPERTED. NOTE: S INSD IN BOOK OF THE FORM MAY AR LITTELYED SE		INTELLIGENCE ANALYSTS	50X1-HUM
As decreto recessary by Republication of the process	THE RECEIVING AGENCY.	*	· · ·	20X1-HUIVI
1.	The Opole-Wroclaw-Przenysl-	Inny Railmad Iine		
a. The Opole-Wroclaw line has three tracks, one of which has been dismantled but is now being relaid. This line, connecting Poland with				
Dreaden and ultimately Berlin via Legnica (Liegnitz), has normal- gauge tracks on Polish territory. Shipments loaded either in Poland				
	or Germany by the Sovie			
	Luou <sup>s</sup> .	•		
	b. Between Przemysl and Lw other normal gauge. Th	ow there are two tr	racks, one broad and the	. <b>_9</b>
•	On the Przemysl-Luow se	ctor every station,	even the smallest, has	at
			ave as many as six or s are under construction o	
	Soviet territory.	E'D 101 011011 010011 0	de dinast outstand of	_
	c. Traffic technique slong	this line inside t	the USSR is as follows:	Rail
	transports travel from station to station, i.e. the guard reports his arrival at a station and, after conferring with the station master, leaves, noting the exact time of his departure. He may be held up on route at a siding, but is warned of this by the station master and the			
	route at a siding, but "blokovy" (the man in c	is warned of this b harge of signals ov	y the station master an or a given sector), who	d the
4	structs him to have the matic switches, and all		a siding. There are no	
	siding can be notified	only by telephone (	there being no telegrap	h).
	The question of whether by the station master a		o at a siding or not is in charge of the siding.	
	former first consults t			
	d. At the stations in Krak			
			or direct the traffic of c quarrels between them	
	Poles.	· .	•	
	CLASSIFICATION SE	CRET CONTROL U.S.	OFFICIALS ONLY	
	NAVY X NSRB DI	STRIBUTION		
Lana A	1			
The American	Mo. 009			
	න් නා චීරිවාන 🗂		EOVA III	IN A
DECK	programmy T	•	50X1-HL	IVI
	MANAGAL 60: IS S U		- September - Sept	
. Autha I	DA REG. Y 1 1500			
Date:	<u> </u>	CC/DCT '	in the second se	agelica propriede i
SECRET				

Sanitized Copy Approved for Release 2011/07/14: CIA-RDP82-00457R001500470010-7

J. . SECRETS max

#### GENTRAL INTELLIGENCE AGENCY

-2-

## 2. The Brzesc (Breat-Litovsk)-Warsaw-Kutno-Legnica Line

A Soviet train, which is prohibited to Polish passenger or freight traffic, runs along this line three times a week. Normally this train stops only in those localities where Soviet garrisons are stationed.

#### 3. Poznan-Kutno Line

An average of 17 freight trains and six passenger trains, including two purely Russian trains, were observed passing daily in an easterly direction. They were all long-distance trains which had nothing in common with the normal Polish suburban or so-called "collective train" service. Approximately the same number of trains were observed proceeding west.

4. Large numbers of crates marked with the Russian "Nie kantovat" ("This sale up") are being transported along the southern and the central rail routes. These contain parts of machinery and equipment digrantled from German factories. Stations of destination given on these crates in the south are Kiev, Kharkov, and Rostov. Crates carried on the central routes are marked for Moscow.

## 5. Warsaw-Siedlee-Brese nad Bugiam-Moscow Line

One normal rauge track has been laid from the Polish frontier to Moscow.

6. Szczecinek (Weustettin)-Poznan-Bydgoszcz-Kudzyn (Meriemender)-Ilaus (Eylun)-Olsztyn-Korsze (Korschen)-Gerdauy (Gerdauen)-Wystruc (Insterburg)-Koyno Idae

This line is used a great deal by the Russians. Korsze is a frontier station recently developed.

#### 7. Transloading Stations in the Northeast

On rail lines leading north of the Polish frontier; the following stations are said to be used for transloading goods: Kowno, Wystruc, and Wilno.

Comment: Apparently indicates reloading from normal to broad guage 50X1-HUM

- 8. Work has been started on construction and reconstruction of the following lines:
  - a. Janow-Sosnowiec, which will enable trains to and from Rybnik and Gliwice to avoid Katowice and Strzenieszyce junctions. The route is being constructed principally for coal traffic.
  - b. Szczecinek-Slosinko, in order to complete the Pila-Szczecinek-Miastko-Korzybie-Slupsk-Ustka line.
  - c. Gdynia-Okaywie to Rumia-Zagorze.
- 9. Most of the railway bridges between Poznan and Szczecin are of a temporary nature, being constructed of wood. These are gradually being replaced by steel bridges.
- 10. On 10 February 1948 the railway bridge across the Vistula near Tozew, which was completely destroyed during the war, was put in commission again. The bridge is 1,500 roters long and will shorten railway travel from Warsaw to Gdansk by 115 km.
- 11. On 9 February 1948 the following railway bridges were put in commission is the Szozecin area;
  - a. Across the Reglica (Reglitz, east arm of the Oder), 200 meters long.
  - b. Across the Odra Zachodnia (west arm of the Oder), 225 meters long. 5,500 tons were used in the construction of this and the Reglica bridge.

SECRET CONTROL U.S. OFFICIALS ONLY

# **SECRET**